









around a good deal of animosity abroad. This could not possibly be otherwise, since the Colonial parties of two foreign nations considered Nigeria to be the most valuable part of tropical Africa, and were anxious to be foretold.

Sir George went on to remark significantly in response to a query as to the reason for the success of the company, that one element was abstention from stock-jobbing. He thought, also, that the abstention from publicity had also helped, in spite of attacks on the policy of silence and the "Chinese policy."

In conclusion, he denied that he had been offered or had accepted any Government appointment.

### The America Cup.

New York, July 4th.

The first race for the America Cup will be held on Tuesday, 3rd Oct. The remaining races are to be on alternate days until completed. The *Siam*, which went her annual sail at Southampton yesterday, will not sail trials with the *Britannia*, as stated. She will take a spin to try the sails and steering gear, and will subsequently proceed to the Clyde, but the date of her departure is not yet fixed.

### Spanish Riots.

MADRID, July 5th.

Fresh disorders occurred yesterday evening at Barcelona. The crowd attacked the Church of Santa Matrona, but were dispersed by the police. Other groups proceeded to attack the Jesuit School, and on being charged by the police, met their assailants with volleys of stones.

The police, after having been reinforced by mounted gendarmes and detachments of infantry, finally succeeded in dispersing the rioters. Isolated conflicts occurred in the streets between the demonstrators and the police, three of the latter being injured. At several theatres the performances were postponed. By ten o'clock tranquillity was restored.

### Texas Floods.

NEW YORK, July 5th.

Further details of the floods in Texas prove that the damage done has been even more extensive than at first reported. Between 300 and 400 persons are imprisoned on a small island on the Brazos river. These have no means of escape. The river is higher than it has ever been known to be, and is rapidly rising. It is feared that they will all be drowned.

Twenty-two counties are more or less under water. Experts now estimate the loss to the cotton crop at \$5,000,000. Thousands of acres of tobacco have been destroyed. The total damage is now estimated at \$7,000,000, and it is believed that at least 50 people have been drowned.

The town of Dewey, in Texas, has been almost completely destroyed by a freshet in the river Brazos. The latest dispatches from the neighborhood of the disaster estimate that from 100 to 300 persons have perished. The swollen river is five miles wide in some places. Scores of houses have been isolated by the spreading torrent, and all efforts to reach them have so far been utterly futile.

### Prison Sensation.

Another startling incident in Dartmoor Convict Prison—the fourth within a week—is reported to have happened on July 5th. It appears that one of the warders on going his usual round on Tuesday night discovered that the lock of one of the cells had been so cleverly picked that the occupant could readily get out at will. This led to further investigations, and it was found that the lock of an adjoining cell had been similarly tampered with, thus proving a combination between two convicts.

Further examination revealed the surprising fact that the men had gained communication through the thick stone wall dividing the cells. The curious appearance of one of the stones attracted attention, and it was closely examined, with the result that it was seen that the supposed mortar was not mortar at all, but tallow, and that when this was scraped away, access could be gained from one cell to another. How the men managed to conceal the instruments with which alone work of such a heavy character could have been done cannot at present be explained. The presumption is that the men intended to make a simultaneous escape from the cells and attempt to overpower the warder on duty.

The officers of the prison attribute these repeated offences to the new rule which permits prisoners to speak to each other in the daytime.

### Fleet Mobilisation.

July 6th.

Preparations for the mobilisation of the fleet in home waters are progressing rapidly at Portsmouth.

Great activity prevails in the naval depot and training departments, whence drafts are being told off for ships appointed to take part in the naval manoeuvres. Engine-room ratings were sent on board these ships on Tuesday to make preparations for raising steam. Coaling operations are being carried out in connection with the battleship *Resolution* and the cruiser *Terrible*. The former is filling her bunkers from lighters in the harbour, while the latter occupies a coaling point in the dockyard. Coaling of torpedo boats is also being completed.

With the exception of the *Resolution* the ships forming the Portsmouth division of the Channel Squadron are ready to proceed to sea, and they will all leave harbor in the course of this week. The *Mars* and *Hamad* left for Spithead yesterday, the *Prince George* and *Resolution* to-day, and *Majestic*, the flagship, with Vice-Admiral Sir Harry Rawson, on Friday. The Squadron will probably sail for Portland on Monday.

The ships specially commissioned for mobilisation next Tuesday are having preliminary trials of machinery in the dockyard basins, and on hoisting pennants they will be subjected to one hour's steam trial power of sea.

Before the intentions of the Admiralty with regard to the manoeuvres became fully known opinions were expressed in naval circles that the mobilisation order this year would not affect the classes under instruction in the *torpedo school*. When the Island gunnery establishment, it is now apparent that the demand for men will be placed upon both departments, as well as on the naval depot, where several thousands of Marines, seamen, and stokers are available for immediate training.

The hulks in which the men of the depot are quartered are already full, and some difficulty may be experienced in finding accommodation for the additional number to be provided by the *torpedo school* and *Hamad*, which are to be paid off on Friday and Saturday respectively, having recently returned from foreign service. Both these ships are, it is understood, to be engaged in the manoeuvres, and in view of the crowded condition of the depot, the crews will probably continue on board instead of going to the hulks.

It is arranged that the crews of the *Hamad* and *Hamad* are to be paid off on Friday and Saturday respectively, having recently returned from foreign service. Both these ships are, it is understood, to be engaged in the manoeuvres, and in view of the crowded condition of the depot, the crews will probably continue on board instead of going to the hulks.

At one time difficulty was anticipated in securing a sufficient number of artisan ratings for the ships to be specially commissioned, but the opportune arrival of several vessels from abroad has simplified matters. The staff of the drafting office have now completed their lists of crews, and full complements are now available for each ship, embraced by the mobilisation order.

### A Dangerous Leap.

At the jumping contests on July 6th, Cheltenham Horse Show, on July 6th, Venus, a high-spirited mare, ridden by Mr. Kimber, of Abingdon, bolted and leaped over the barrier into the midst of the spectators who surrounded the ring. Fortunately they all escaped serious hurt. Several other horses became unmanageable, and a boy named Fryer was taken to the hospital suffering from a broken jaw and concussion of the brain, caused by a kick from a horse.

### "Meanest Man on Earth."

At the Brentford Petty Sessions on July 6th Arthur Phipps, a doorman, of Fulham, was charged with larceny.

Prisoner had been working at a laundry at Fulham, and he was charged with his employer to make arrangements for their annual breakfast. He collected altogether £3.6s., and told his fellow-servants that he had hired a brake from Mr. Phipps at Ealing. On the morning of the 24th ult. the party assembled, but neither Phipps nor the brake turned up.

After waiting some time a messenger was sent to Mr. Phipps, who stated that he had never seen Phipps and had no order from him. The projected outing had to be abandoned, the police were communicated with, and on Tuesday Detective Davis arrested the prisoner.

Asked what he had to say in reply to the charge, prisoner laconically replied, "Betting." The chairman said he had no words to express his contempt for the prisoner, who had played a low, shabby trick on his fellow-servants. He must be the meanest man on earth, and he would have to go to prison for two months with hard labour.

The sentence was received with applause by a number of laundresses who were in court.

### A Swift Destroyer.

Particularly keen interest is being taken at the Admiralty in the development of the new torpedo destroyer *Viper* which has been built on the Tyne, and is to be launched very soon. Messrs Parsons of Newcastle, who are fitting the *Viper* with their famous turbine system, believe that she will be capable of making a speed of 43 miles an hour.

The great obstacle in the way of fitting large ocean liners with the turbine system is the cooling difficulty, as such a large quantity of fuel would be required. It is pointed out, however, that under the turbine system a smaller quantity of coal than is now used would be required for the rate of speed at which the Cape and Atlantic liners now travel.

Experiments in the use of the turbine system are being carried on, and if a way to using it revolutionise the existing circumstances of travel, and it will be possible to cross the Atlantic in three or four days or less.

### Disturbing the Dead.

Great excitement has been caused in Edinburgh by the circulation of a report that, in one of the wealthiest cemeteries in the city, grave desecrations had been going on for many years.

There seems reason for believing the violation of what is known as common ground (where the right of interment is purchased, but to which the relatives of the deceased have no further claim) is carried on to a greater or less extent throughout the whole of Scotland, and one or two cemetery officials have expressed surprise that the disclosure should have caused so much excitement.

Attention was drawn to the Edinburgh cemeteries by Mr. Councillor Watson, who stated that in one case the common ground had been laid off in walks while it was full of bodies. In the case of one large cemetery in the city part was reserved for common ground. At the end of 20 years this ground was common ground, and it was then cleared and left unused for 20 years. At the end of this time the ground was laid out in walks, and the graves were again begun.

When digging operations for these new graves were in progress, the old coffins with their contents were found in a remarkably fresh state of preservation. The coffins and portions of coffins were stacked up until there were several tons of them, when they were burned in a bonfire.

That the ghastly nature of the work was recognised and authorised by those in authority may be gathered from the fact that the grave-diggers employed were allowed extra pay.

Edinburgh is probably the only city in the Kingdom where the shares of cemetery companies are regularly dealt in on the Stock Exchange, and the companies make large dividends.

### "Stella" Compensation.

Acting on the highest legal authority, the owners of the ill-fated Channel steamer *Stella* have paid into the High Courts a sum of just over £16,000, which covers their total liability for compensation to relatives for lives lost and personal injuries sustained.

Under the Merchant Shipping Act the owners were only liable to the amount of £15 per ton, and the *Stella* being just over 1,000 tons, the claim is being just over £15,000. The amount will be so divided by the High Courts as to meet the various claims put forward, and no further claims can be made against the owners in respect to this matter.

This sum in no way covers or effects any claims in respect to lost luggage and baggage, which claims are being met as far as possible by the owners, and except where the claim is thought to be excessive the owners are paying as soon as the claim is satisfactorily proved. It is likely more than half the claims have been satisfactorily settled.

### Recovering a Derelict.

The derelict barque *Siddarta*, which for weeks has been drifting about the most frequented part of the North Atlantic, and has constituted a very serious danger to navigation was towed into Bantry Bay last night by H. M. S. *Albatross*, which recently went in search of her attended by the gunboat *Gosamer*.

Only a portion of the hull of the derelict is visible above water, and her masts are broken down at the main yards. Experts declare that the *Albatross* and *Gosamer* have performed a remarkably smart piece of work in finding the derelict in mid-ocean and bringing her into port.

### Wires without Wires.

The Admiralty have ordered two sets of instruments of Marconi's system of wireless telegraphy to be fitted to two battleships, to enable them to keep in communication with each other at all distances during the forthcoming naval manoeuvres.

Mr. Marconi and two assistants will be present to observe the working of the instruments. This is the first time the Admiralty has decided to give the system a trial on warships.

### FORMOSA NO RES.

A REPRESENTATIVE.

Among the many barbarous customs that are still prevailing in Formosa there is one that has recently been brought to the notice of the new rulers. It is virtually confined to Chaoheng, a town in southern Formosa containing about 3,000 inhabitants and occupying the position of the key to Hang-chow and the head-quarters of the Butan tribes. About 90 per cent. of the inhabitants are aborigines more or less reclaimed from their wildness. Now every five years a big fête is conducted, the central attraction of which consists in sacrificing a criminal whose offence has been deemed most felonious. An iron rod about 6 feet in length is passed laterally through the victim's lower jaw and then his hands are tied to the respective ends of the rod. Thus transfixed the poor fellow is placed on a wooden chair and paraded through the streets of Chaoheng, then to Hang-chow and back again to the first town, the grim show lasting for about two weeks. As if intended to be a mockery to the sense of mercy, a physician will be in attendance, so that the poor wretch may go through the torture alive. However there is one cause of consolation to the man, for when he dies, and he dies in most cases, he will be canonized, so to say, in his own family, while the surviving members of his family will be maintained at communal expense. In rare cases the man survives the ordeal, and then he is regarded as a sort of demigod, entitled to occupy the highest rank in the community. This year the ceremony was to have been celebrated on June 12, but as the authorities were vigilantly on their guard against the frightful exhibition, the probability is that it was stopped in time.

### ARMOUR-PLATE MILITIA.

As already noted in these columns the Formosan Government has decided to discontinue the aboriginal militia system and to disband the recruits as soon as the term of four years expires. This is an outcome of precautionary consideration on the part of the Governor-General. The falls of the aborigines have proved to possess qualities for the making of excellent troops, but there is another side to be taken into consideration, namely the future of the disbanded lads, for just as they can be trained into efficient troops, so they may prove dangerous foes should they be betrayed into assuming a hostile attitude against the Government. Another danger is sufficiently grave, for as matters stand at present in Formosa, the disbanded troops will find it too easy thing to get employment. The first disbanding that has taken place was with the militia attached to the Gilan garrison. Sixty-seven men forming the party were informed of the intention of the Government and a disbanding ceremony in the usual style was carried out. Of that number twenty have been converted into a sort of police force in Gilan and forty were attached to the Camphor Office of the district, while the remaining seven were made to return to their homes. The Gilan militia thus disposed of in the same process, so that before long there will be no other districts, so that before long there will be no other districts, so that before long there will be no other districts.

If need hardly be added that in some future time, when circumstances in Formosa shall have become sufficiently changed as to admit of the enrolling of the aborigines, the system will be resuscitated.—*Japan Times*.

### A "LUCKY GIRL."

"Little Miss Bertha Callaghan," a Bombay paper styles her, is—as she styles herself—a "lucky girl." Indeed, she lives at Igatpuri, near Bombay and she bought a ticket in the Derby Sweepstake, and wrote herself down as "Lucky Girl." When the drawing had taken place, Bertha had drawn Flying Fox, the favourite horse, and the prize—£100—would be close upon 3 lakhs of rupees or, to put it precisely, Rs. 2,94,450. Somebody offered her Rs. 80,000 for half of her ticket, and she accepted the offer, and Miss Callaghan's father accompanied her to the Bank of Bombay, where she cashed the Rs. 80,000, was made over to her. She was in luck's way again; for her horse won, and the half ticket was still hers. The following is the little bill of her profits on her investment of ten rupees:—

Rs. A.	
By sale of half ticket	80,000 0
By half prize	149,222 8
Imagine it!	
We may take it that Bertha Callaghan a week ago was penniless, and to-day she is worth two lakhs and a quarter. If the wife of it were invested in nothing more paying than government securities, it would net her Rs. 608 a month! Well, Bertha, we congratulate you on your luck! But don't let it turn your head! There's plenty of good to be got out of money but there is plenty of evil, too.— <i>Madras Times</i> .	

### FRUIT TREES IN THE STREETS.

Perth, Western Australia, is going to follow the example of various Californian towns—San Francisco and Los Angeles for instance—in the matter of beautifying the streets. The proposal is that Lisbon lemon trees be planted in certain streets. Under the proposed system the city council will plant and maintain the trees until they bear, when tenders will be accepted for the privilege of gathering and the purchase of the crops of fruit. The contractors will have to maintain the trees thereafter, while for the protection of the trees stringent by-laws will be passed under which it will be possible to inflict heavy penalties on any person stealing the fruit or damaging the trees or guards.

### UNITED STATES NAVY.

(From "Morning Post" Correspondent.)  
NEW YORK, June 24th.

Rear-Admiral Sampson, in the *New York Independent*, has put forward a plan for a United States Navy double the size of the Navy as it now exists. He argues that Great Britain is the only country at all likely to attack the United States with land forces. Such an attack he regards as a most real probability now that the British "really wish our friendship, and are prepared to make sacrifices to secure it." "For a long time," adds Rear-Admiral Sampson, "dismissing the idea that Great Britain would ever assail this country," England was a Power which appeared most likely to become involved in a war with us. Her conversion to friendship, which seems likely in the past and grows stronger removes the danger of a fight at close quarters with a most formidable enemy. As France and Germany, and the Admiral says, "our friends," could with their armies accomplish nothing against the United States, and as Great Britain in his opinion is, as has been said, likely to be increasingly friendly, the only wars which can possibly confront the United States are Naval wars. For this reason he contends that the existing Navy should be doubled.

Whether or not we desire to have it so, Rear-Admiral Sampson continues, "the Spanish War has made a great change in our position among the Nations. We have gained a new status, and we have put us in the front rank of the Powers whose voices decide questions of world politics." At the same time we have greatly extended our coastline, and have under-

taken the government of large and distant territories. We have become an Asiatic Power, and cannot evade the responsibility of such a position. We have great interests in the Pacific Ocean, and must be prepared to cope with any who are disposed to deny our rights there. To safeguard our interests, to maintain our position, to speak with the authority that becomes us, we need ships and still more ships. If our easy victories over the fleets of a weak Naval Power fill our people with the belief that we have now a Navy that is large enough for all our needs, then those victories will have done us harm instead of good. If a warning nation is to be successful it must be aggressive. We must be prepared to strike hard blows at a distance from the United States, and in order to do that, we need more ships."

### TORPEDO, MINE, AND SHORE GUN.

Rear-Admiral Sampson recalls the fact that the torpedo, the torpedo-boat, the mine and the shore gun, played an insignificant part in the Spanish War. They had not a fair opportunity to show their merits. Despite this fact, he reiterates his belief in the torpedo-boat, the mine and the shore gun. As to the kind of vessel which the United States should now build, he strongly recommends armoured cruisers of the *New York* class, because, to quote his own words, "our need of swift armoured cruisers transcends other Naval needs." The *New York* was built in 1893, and is the flagship of the North-America Station. She is 8,200 tons displacement, and can make 21 knots. Rear-Admiral Sampson also urges that in building armoured cruisers of this type greater speed and coal capacity must be obtained, even though it be necessary to sacrifice some armour thickness in order to secure them.

### THE ARMOUR-PLATE QUESTION.

The deadlock in the Armour-plate Question, which, when Congress adjourned in March, was expected to arise as soon as the Navy Department asked for bids, still exists, and until Congress is in Session again no contract can be made for armour for the battleships now building, or for the monitors and armoured cruisers the construction of which was authorised during the last Session. When Congress passed the authorisation for the new ships, the Senate fixed the price of armour for them at \$300 a ton, and also restricted the Navy Department to \$400 a ton for the battleships that were being built at that time. A couple of weeks ago when the Department asked for tenders for 24,000 tons of armour, both the Carnegie and the Bethlehem Companies refused to tender. The Carnegie Company in its letter of refusal stated that owing to the conditions in reference to ballistic requirements, it would be necessary to manufacture the armour by the latest Krupp process. This would entail a larger outlay in production than under the old method, and in consequence the Company could not tender under the limit clause imposed by Congress. About this time last year a similar deadlock, also due to the action of the Senate, was delaying the completion of the battleships, *Wisconsin* and *Illinois*. At that time the Congressional limit was \$400 a ton.

### REMOVAL OF A DEADLOCK.

When the war with Spain began the Senate receded from its position of 1897, and as an emergency measure authorised the Navy Department to pay \$450 a ton for the armour for the two ships just named. The Carnegie Company offered to furnish the armour now required at the same price as it was supplied for the *Wisconsin* and the *Illinois*; but the hands of the Navy Department are completely tied by the Act of March last, and absolutely nothing can be done until the new Congress meets. It is probable that then the deadlock will soon be removed and measures taken to stop these recurring periods of waiting and friction concerning armour plate. Senator Fry, who is chiefly responsible for the existing deadlock, as he was for that of 1897, will be one of the new Congress; but in the Senate the Republicans will be much stronger than they have been in any Congress for twelve years past. Moreover, there is every likelihood that the new Congress will be more lavish and prodigal in expenditure than any former Congress in time of peace. It is confidently expected that it will vote the money necessary for the construction of the *Nicaragua* wanal, that it will pass the Bill granting large subsidies to merchant shipping, and, further, that it will act on Rear-Admiral Sampson's advice as to the need of more ships. If Congress once get into the humour to do so, it will continue the contests of the last two years with the only armour manufacturing concerns in the country.

### SIX NEW CRUISERS.

The Navy Department has asked shipbuilders for tenders for the six new cruisers authorised by Congress in March last. The general dimensions of the new ships are: Full load displacement, 3,400 tons; length, 292ft.; breadth, 43ft.; loaded draught, 10ft. 6in.; coal bunker capacity, 700 tons; coal on trial, 470 tons; trial draught, 15ft. 6in.; trial displacement, 3,100 tons; speed, 16 knots; and horsepower, 4,500. The batteries are to consist of ten 4-inch, eight six-pounder rifles, two one-pounder rifles, four machine guns, and one field gun. All the ships are to be completed within two years, with penalties for delay at the rate of \$300 a day for the first month, \$400 a day for the second month, and \$600 a day thereafter. On their acceptance trials each of the cruisers must maintain 16 knots for four consecutive hours, with a penalty of \$25,000 per knot for any slower rate. If the speed falls below 15½ knots the vessel will be rejected.

### NEW MONITORS.

Work has just been begun on the four new monitors which were authorised by Congress while the war with Spain was in progress. All four ships are being built in private yards; three on the Atlantic coast at Newport News, Bath, and Elizabeth Port, and the fourth at San Francisco. After Congress had authorised the construction of these vessels, Rear-Admiral Sampson publicly protested against additions of this type to the Navy. The Navy Department holds that they were forced on it by Congress, but his constructors in designing the new monitors have sought to produce a good fighting craft as the vessels of this character would permit. The estimated cost of each of the ships is \$1,200,000. The general plan is that of the *Monterey*, which was built in 1892. The contract speed of the new vessels is 11½ knots. That of the *Monterey* is officially recorded as 17½ knots. The armour protection of the monitors is to consist of an 11-in. belt on the hull extending the full length of the vessel, and tapering to 5 in. at the top and to 3 in. at the base. The turret armour is to be 10-in. thick. The upper part of the turret is to be 10 in. thick, and the protective deck 1½ in. When the new vessels are completed the Navy will have five modern monitors. The other five monitors now in the fleet were all built in the middle seventies and are of little value.

## NOTANDA.

### CALENDAR.

August.  
Meteorological means based on fifteen years' observations to 1895.  
Barometer..... 29.755  
Thermometer..... 81.0  
Humidity..... 83  
Rainfall..... 13.482

### TO-DAY.

WEATHER REPORT.  
On date at On date at  
Barometer..... 29.50 29.38  
Temperature..... 87 87  
Humidity..... 73 74  
Rainfall.....

### TO-DAY.

Saturday, 5th August, 1899.

Chinese—27th of 6th moon of 25th year of Kwang-si.  
Sun—Rises..... 5hr. 34min.  
Sets..... 6hr. 37min.  
High water—Morning..... 7hr. 35min.  
Afternoon..... 9hr. 50min.  
Low water—Morning..... 6hr. 50min.  
Afternoon..... 8hr. 54min.

### ANNIVERSARIES.

1543—Volcano Island of the Ladrone Group, discovered by Ray Lopez.  
1834—Duke of Saxe-Coburg born.  
1861—Hongkong Public Gardens opened.  
1871—Serious flood at Tientsin.  
1880—The s.s. *Geddah* with 1,000 pilgrims on board deserted by the captain and officers near Aden.  
1881—Loss of the British s.s. *Hongkong* in Hainan Strait.

### TO-MORROW.

Sunday, 6th August, 1899.

Chinese—1st of 7th moon of 25th year of Kwang-si.  
Sun—Rises..... 5hr. 34min.  
Sets..... 6hr. 37min.  
High water—Morning..... 7hr. 35min.  
Afternoon..... 9hr. 50min.  
Low water—Morning..... 6hr. 50min.  
Afternoon..... 8hr. 54min.

### ANNIVERSARIES.

1840—Rev. V. Stanton Kidnapped at Macao.  
1851—First Atlantic cable laid.  
1793—Macartney's Embassy entered Peking.  
1881—Bombardment of Kelung by French.  
1895—Li Hung-chang visited the Queen at Osborne.

### AGENDA.

Transfer books of the Hongkong and Shanghai Bank closed until 19th inst.

### TO-MORROW.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.  
Union Church—Services, 11 a.m. and 6 p.m.  
German Bethesda Chapel, West Point—Morning Service, 11 a.m.  
St. Francis Church, Wanchai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point—Mass, 8 a.m.  
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.  
St. Peter's Seamen's Church—11 a.m. and 6.30 p.m.

### SHIPPING AND MAIL NEWS.

#### MAILS DUE.

American (City of Rio de Janeiro) to-morrow.  
Australian (Australia) to-morrow.  
American (Cepile) 10th inst.  
Tacoma (Olympia) 17th inst.  
Canadian (Empress of India) 20th inst.  
American (America Maru) 23rd inst.

#### HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba..... at Kowloon Dock.  
Isla de Luzon..... " " "  
H.M.S. *Handy*..... " " "  
Chelyut..... " " "  
Thales..... " " "  
Agnes..... " " "  
Bismarck..... " " "  
Gloria..... " " "  
D. Juan d'Austria..... Cosmopolitan.  
P. C. C. Kuo..... " " "

### SWATOW WEEKLY SHIPPING REPORT.

(29th July, 1899.)

#### ARRIVALS.

Date.	Vessel.	Where from.	Agents.
July 24	Formosa	Hongkong	J. M. & Co.
" 24	Maizuru M.	"	B. & Co.
" 24	Pakshan	"	"
" 25	Haitan	Amoy	J. M. & Co.
" 25	Kwangtung	Newchwang	"
" 25	Trym	Hw. & Chiang	Woo Kee.
" 25	Wongang	Newchwang	J. M. & Co.
" 26	Haimin	Amoy	"
" 26	Chowin	Hongkong	B. & S.
" 26	Kailong	Newchwang	"
" 26	Hwang	Amoy	Shai.
" 26	Singai	Cfo & Chiang	"
" 27	Santai M.	Shanghai	B. & Co.
" 27	Haiting	Amoy	J. M. & Co.
" 27	Nanyang	Hongkong	"
" 27	Tamsui	Amoy	B. & Co.
" 27	Changchew	"	L.Y.S. Co.
" 27	Meefoo	Shanghai	C.M.S.N.
" 27	Wonghai	Bangkok	B. & S.
" 28	Tai-chung	Hongkong	L. & C.
" 28	Wingang	Shanghai	J. M. & Co.
" 29	Haitan	Hongkong	"
" 29	Thaler		



## Intimations.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGORHIMA MARU.....	(BOMBAY, via SINGAPORE and COLOMBO)	TUESDAY, 8th August, at Noon.
TOSA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, and COLOMBO	TUESDAY, 15th August, at 4 P.M.
*IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via KORE and YOKOHAMA	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 24th August, at 4 P.M.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 25th August, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 2nd August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LECORNO and GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLOA, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\*SINGAPORE..... 13th August, 2nd September.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.  
For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & CO., Agents.  
7312]

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## MITSUBUSHI KAISHA

No. 5, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—  
Mitsui Bussan Kaisha, Ltd.  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton Spinning and Wg. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kureguchi Cotton Spinning Mill, Japan.  
The Mitsui Cotton Spinning Mill, Limited.  
Tokyo Cotton Spinning Mill, Japan.  
Yayoi Cotton Factory.  
Hongkong, 11th December, 1898.

## Hotel.

WINDSOR HOTEL,  
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from EX-TERIOR HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW

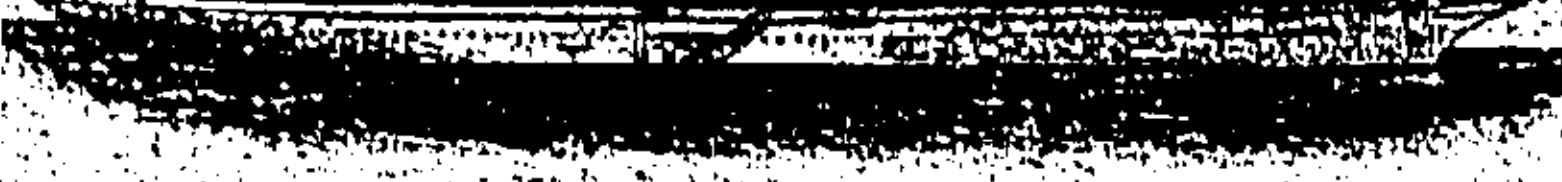
Proprietor &amp; Manager

Hongkong, 26th April, 1899.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE

1899. 1899.



SAFETY SPEED PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 30th Aug., 1899.

EMPRESS OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 27th Sept., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 19th July, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) To-morrow, 6th Aug., at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 6th August, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be found on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 27th July, 1899.

[1310]

FOR THE LATEST IS THE LIVE.

## Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE.

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. It removes from the blood all poisons, such as Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of the Throat, it is a never-failing and permanent Cure. It Cures Old Sores, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Scurvy, Cures Blood and Skin Diseases, Cures Glandular swellings, Clears the blood from all impurities, Matter from whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the blood and restores the system to health. It is pleasant to the taste, and is warranted free from anything injurious to the most delicate constitution of either sex. The Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 4d. each, and in cases containing 12 bottles, the quantity is sufficient to effect a permanent cure in the most obstinate and long-standing cases. ALL DRUGGISTS and PATENT MEDICINE VENDORS throughout the world, Proprietors, THE LANCET and MIDLANDS CONTINENTAL TRAVEL COMPANY, LINCOLN, ENGLAND. Trade Mark—Blood Mixture.

## SAILING VESSEL.

FOR NEW YORK.

Special rate, 1st class only, to American Ship.

"CHALLENGER,"

shortly expected from MANILA, will land here for the above port, and will have quick despatch. For Freight, apply to  
ARNOLD, KARBURG & Co.  
Hongkong, 28th July, 1899.

[9748]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO. LTD.

DUNLOP'S TRUSS, BICYCLES, PRICE, £7.60.

Special reliable Watch made for this Climate.

Only 100 made for the year.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO. LTD.

DUNLOP'S TRUSS, BICYCLES, PRICE, £7.60.

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